



Los Angeles County Metropolitan Transportation Authority

*R19-02-012 TNC Access For All Workshop: May 2,
2019*



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LA Metro Overview

- State-chartered County Transportation Commission and public transit agency for LA County
- Metro Vision 2028:
“Explore opportunities for expanding access to shared, demand-responsive transportation options for everyone”

LA Metro Overview

- 2,300 buses operating 165 bus routes 6 rail lines serving 93 stations
- Provides funding for Access Services for ADA paratransit



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LA Metro Overview

- All buses and trains are 100% wheelchair and scooter accessible
- Bus and train operators receive disability awareness and sensitivity training, annual refresher training, and are monitored for service quality as well as subject to drug & alcohol testing

LA Metro Overview

- Buses: 120,000 wheelchair boarding per month
- Trains: 20,000 wheelchair boarding per month
- Fare: Senior/Disabled \$0.75 peak and \$0.35 off peak
- Highly-subsidized fares

LA Metro Comments: Geographic Areas

- Apply fee statewide
- Collect the fee at the County level
- Determine supply & demand and disburse fund at the County level by CTCs or MPOs

LA Metro Comments: Data Needs

- Trip requests completed/trip requests fulfilled
- Wait-times for general public and WAV passengers
- Trip origins and time-of-day
- Presence and availability of drivers with WAVs
- Data will need to be continuously and publicly provided to track adequacy of fee at meeting objectives of the law

LA Metro Comments: Access Fund Fee

- Without access to data that demonstrate activity and impacts of TNCs no entity can make informed decisions on fee structures
- Existing programs in other cities are all 10 cents or higher
- Established fee could be based on data on the cost to provide on-demand WAV service to established benchmarks in each geographic area



LA Metro Comments: Access Fund Fee

- Fee could cover cost to provide incentives for drivers to provide trips (vehicles, time, training, requirements etc.)
- Fee could be collected for all trips on the TNC platform except those that already receive public subsidy
- Fee could be readjusted in one year after release of data about WAV demand and supply and the cost to provide incentives for improving service levels

LA Metro Comments: TNC Remittance Offsets

- Offsets could be granted only after full program implementation and effectiveness of investment is demonstrated
- Effectiveness determined by sustained improved response times within an acceptable range of average response time
- TNCs receiving offsets and recipients of funds should report details of investments as well as service levels

LA Metro Comments: Establishing Service Levels

- CPUC should use data on total trip requests to fulfilled requests as well as wait times for both WAV and other customers tabulated by percentile
- Response times differ based on mobility context (urban, suburban, rural)
- Consider benchmarks by percentile for WAV response time deviation from non-WAV response times in lieu of a fixed response time



Thank you



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